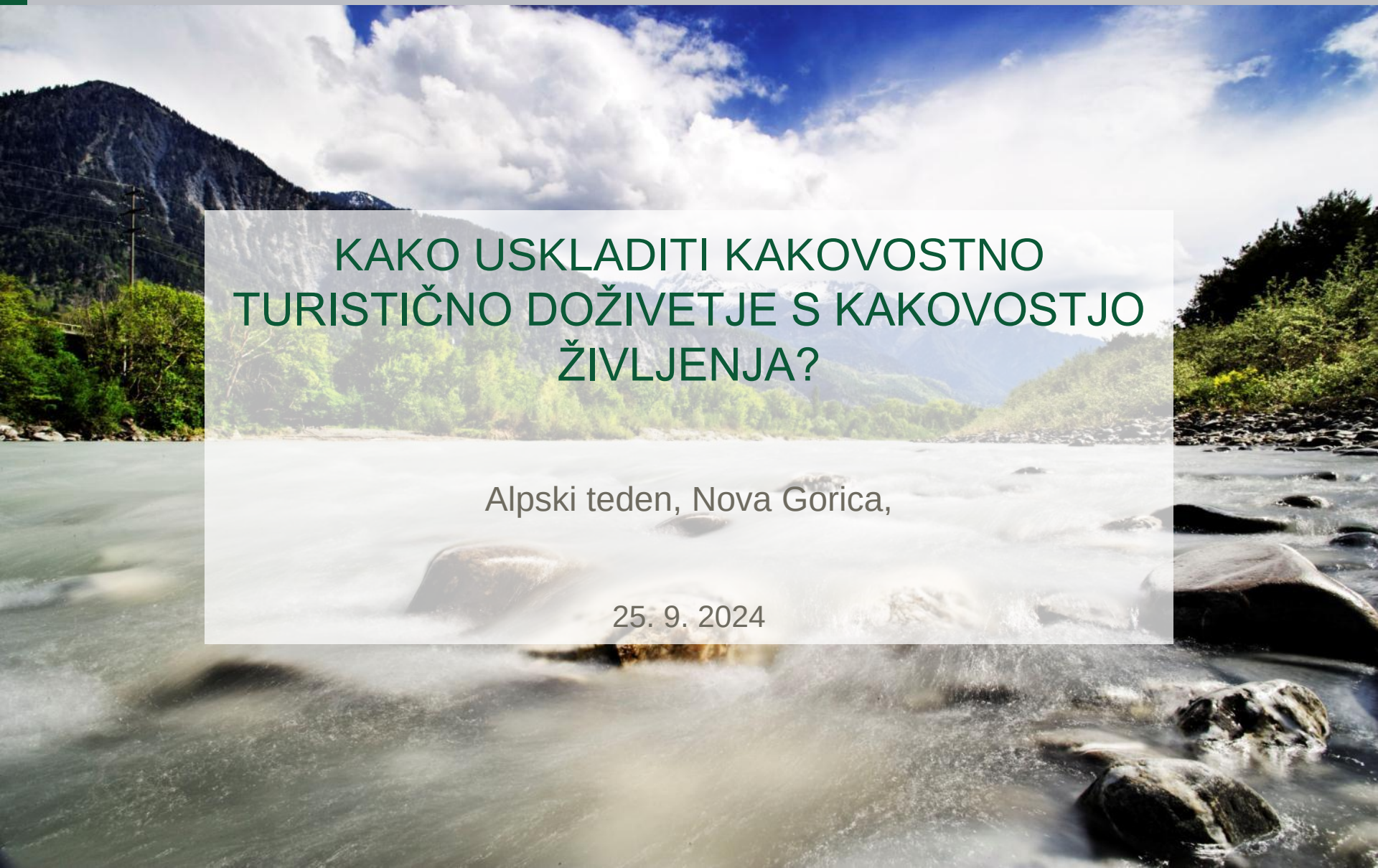


KAKO USKLADITI KAKOVOSTNO TURISTIČNO DOŽIVETJE S KAKOVOSTJO ŽIVLJENJA?

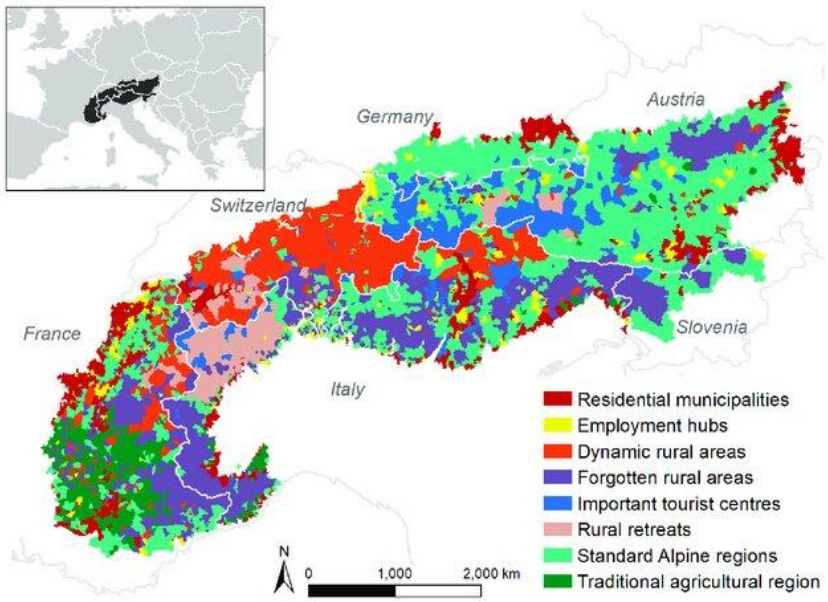
Alpski teden, Nova Gorica,

25. 9. 2024

Vir: Canada Statistics

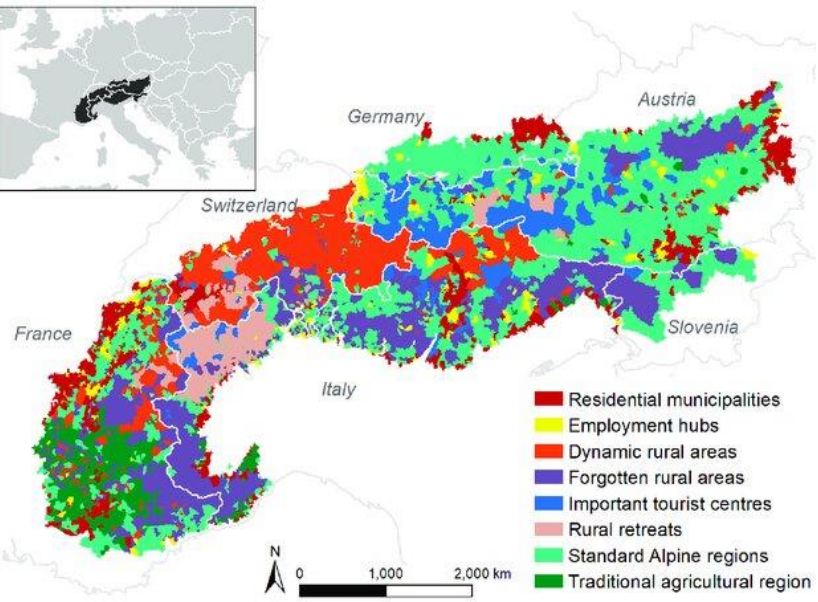
There are several interpretations of quality of life;

- In the Alps, two cases are most often highlighted;



Schirpke et. al. 2021

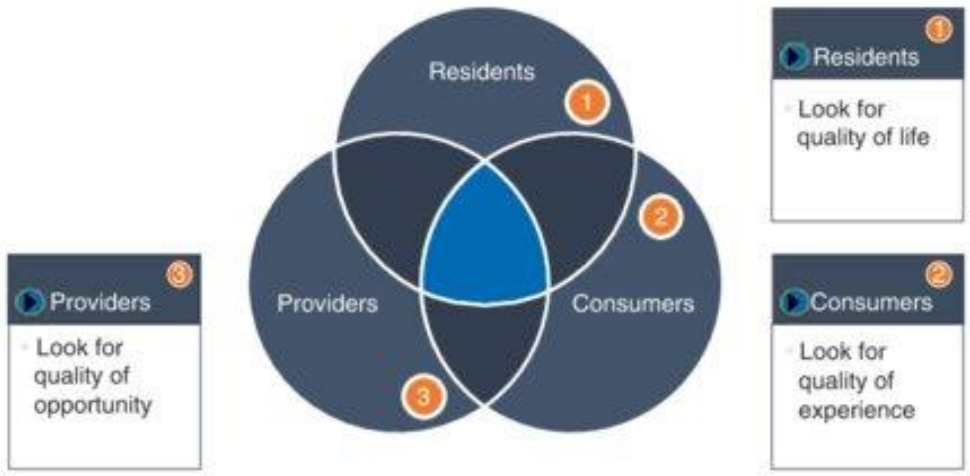
- Depopulated areas: Where livelihoods (and opportunities) lose their raison d'être (profit) due to population out-migration, impoverishing the quality of life and further development potential;
- Such areas urgently need development investment and a departure from the logic of the profitability of individual service functions;



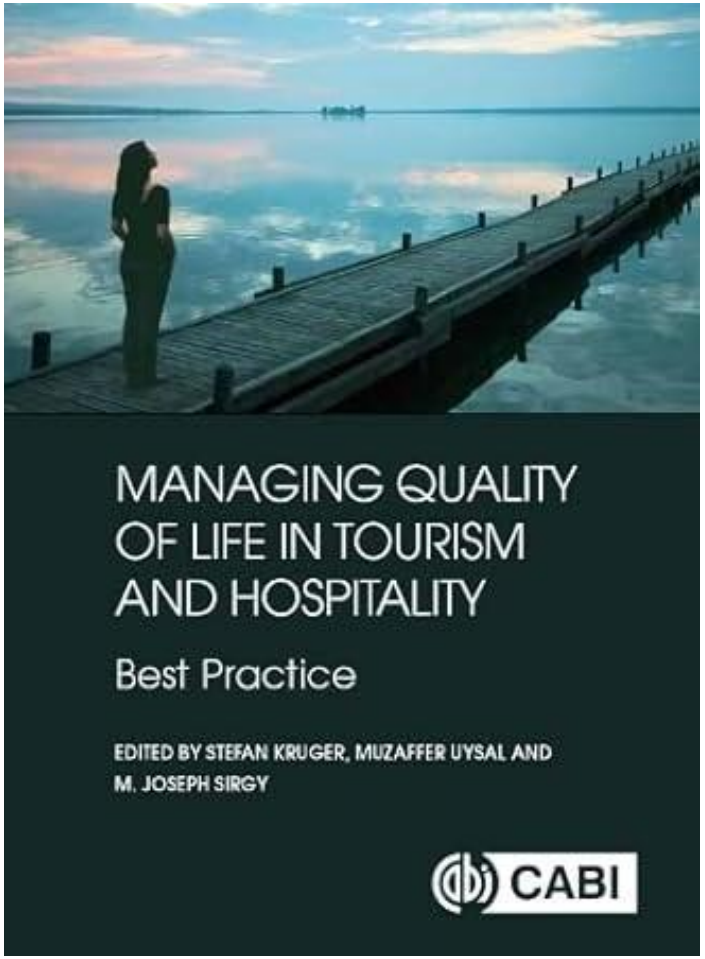
Schirpke et. al. 2021

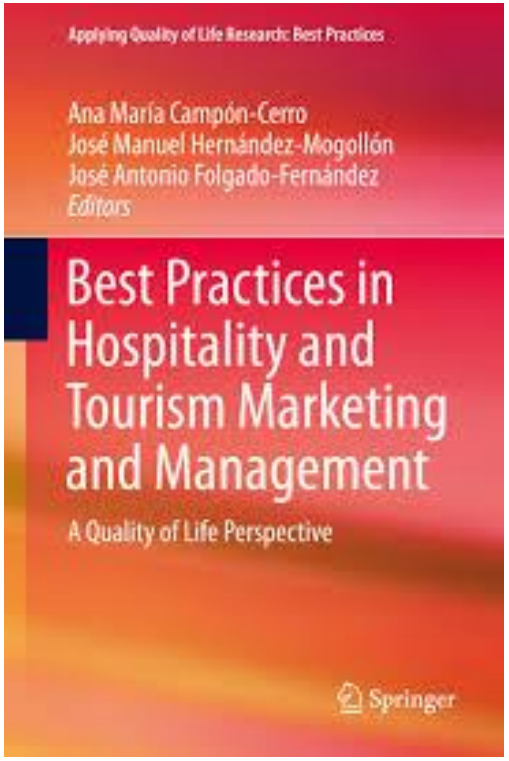
- Areas of concentration of tourist visits: there, the profitability of tourist and related services creates seasonal (or even longer) burdens on the local population to the extent that they feel a significant deterioration in the quality of life;

- In these areas, economic appetite must be regulated by introducing the concept of carrying capacity: Social; Economic; Ecosystem;



Source: Postma (2003)


MANAGING QUALITY
OF LIFE IN TOURISM
AND HOSPITALITY
Best Practice
EDITED BY STEFAN KRUGER, MUZAFFER UYSAL AND
M. JOSEPH SIRGY
CABI


Applying Quality of Life Research: Best Practices
Ana María Campón-Cerro
José Manuel Hernández-Mogollón
José Antonio Folgado-Fernández
Editors
Best Practices in
Hospitality and
Tourism Marketing
and Management
A Quality of Life Perspective
Springer

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TRIGLAVSKI NARODNI PARK

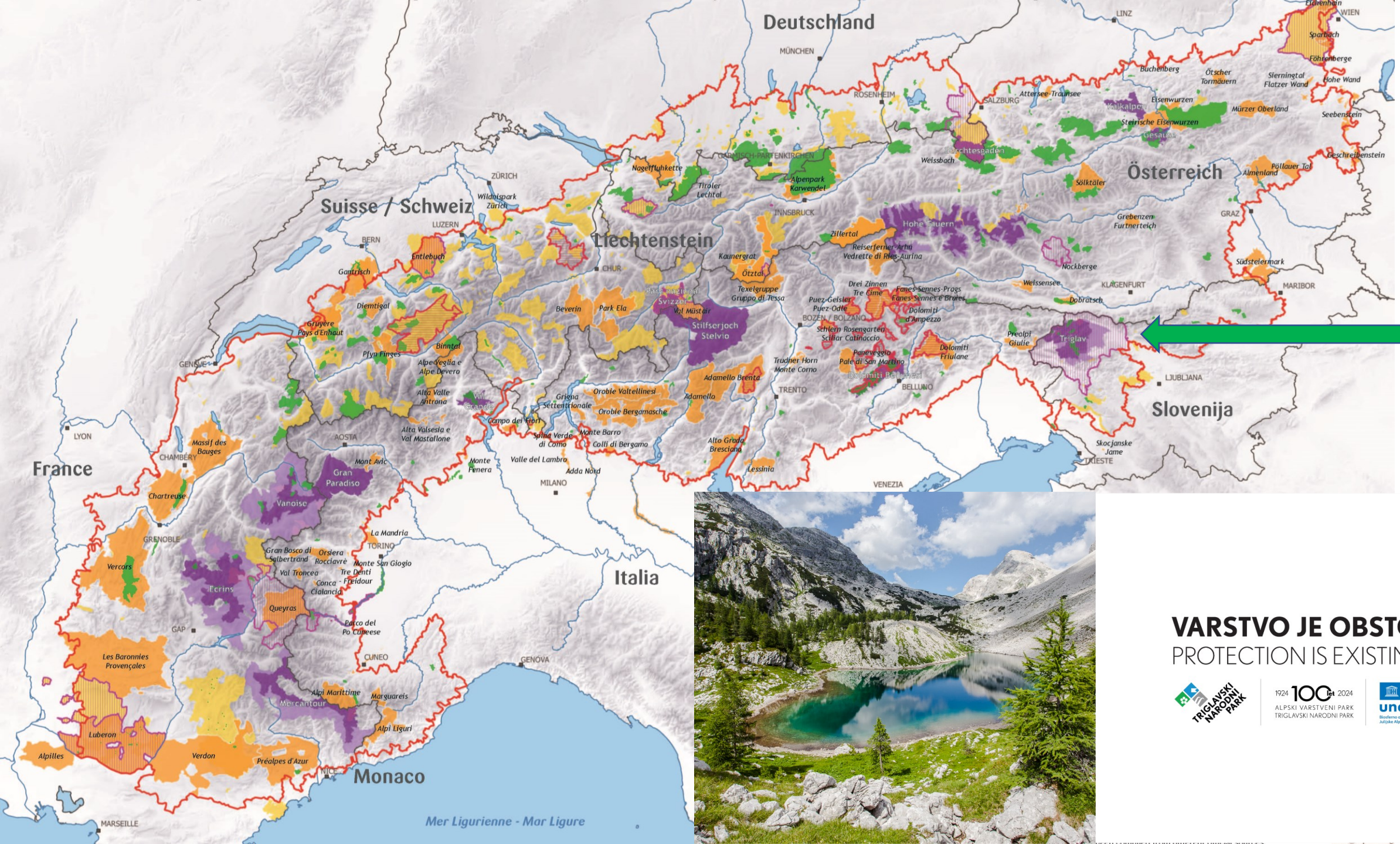
CIPRA
ŽIVETI
V ALPAH

Experience of the Triglav National Park on the impact of tourism on the social aspect of life in the park

Triglav National Park, Slovenia

Aleš Zdešar
Triglav National Park Public Institute

25.9.2024
Nova Gorica



VARSTVO JE OBSTOJ

PROTECTION IS EXISTING

TRIGLAVSKI NARODNI PARK

1924 100 let 2024

ALPSKI VARSTVENI PARK
TRIGLAVSKI NARODNI PARK

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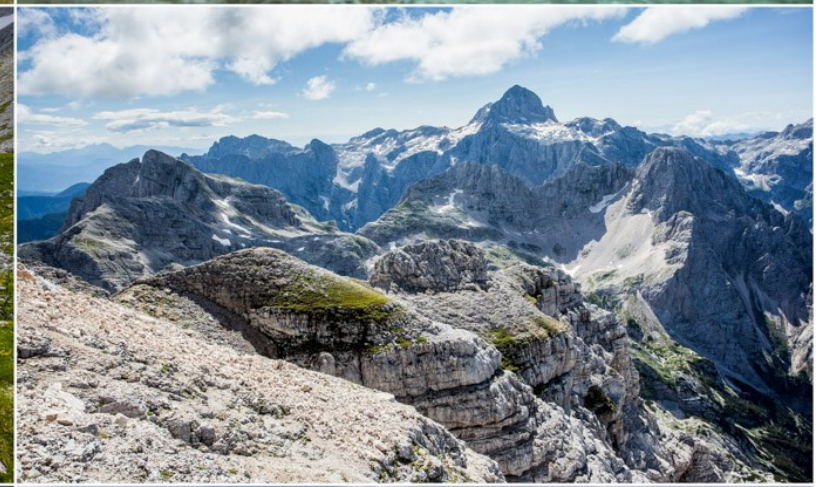
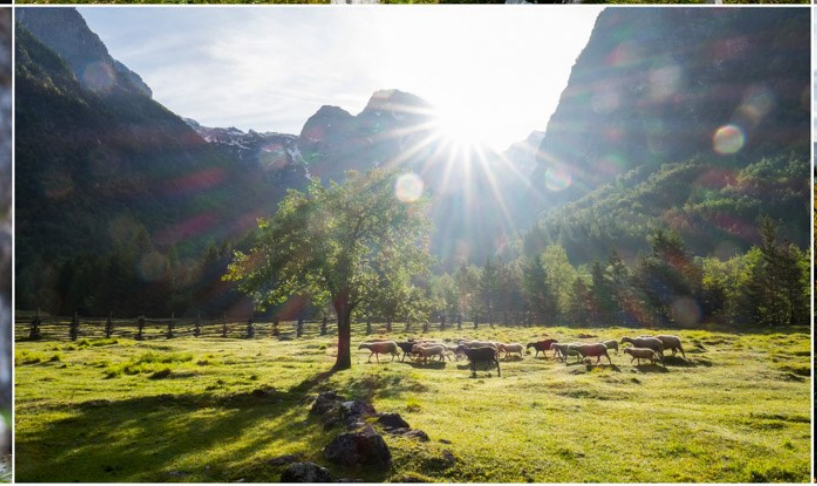
Biosferno območje Julijske Alpe







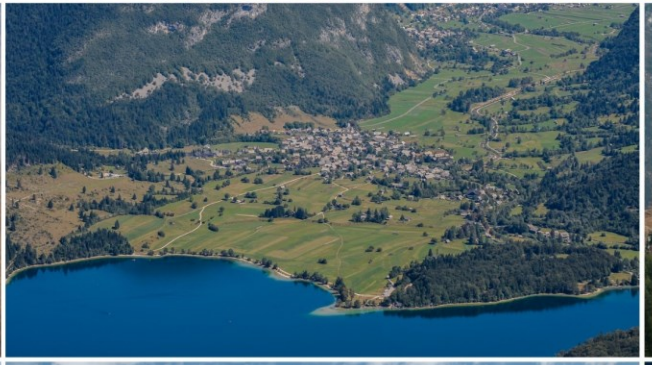








































ZADLAŠKA (DANTEJEVA) JAMA
MEDVEDOVA GLAVA SKAKALCE
6 7 8
ŽABČE TOLMIN











Dolina Tolminke
The Tolminka Valley





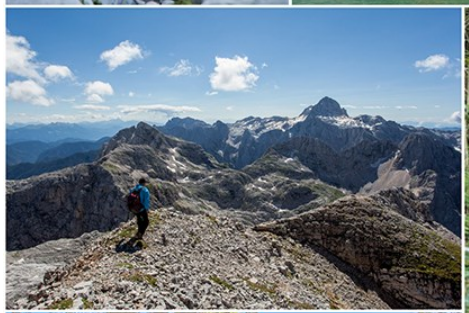


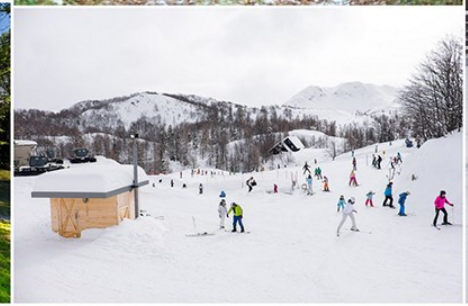


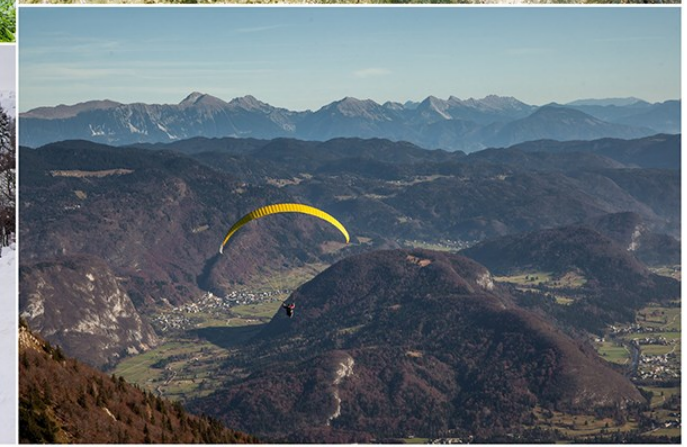


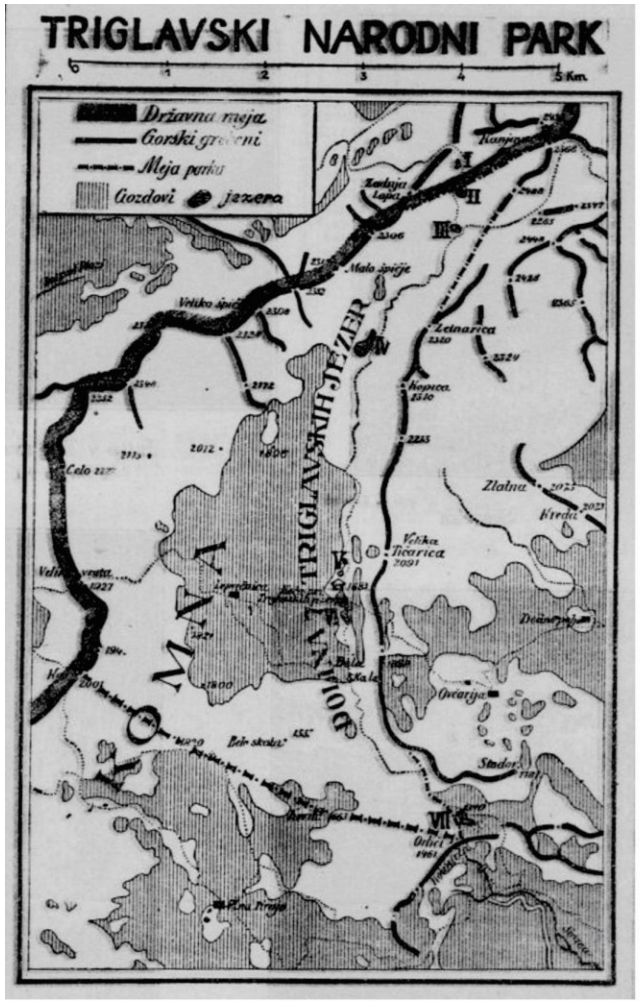








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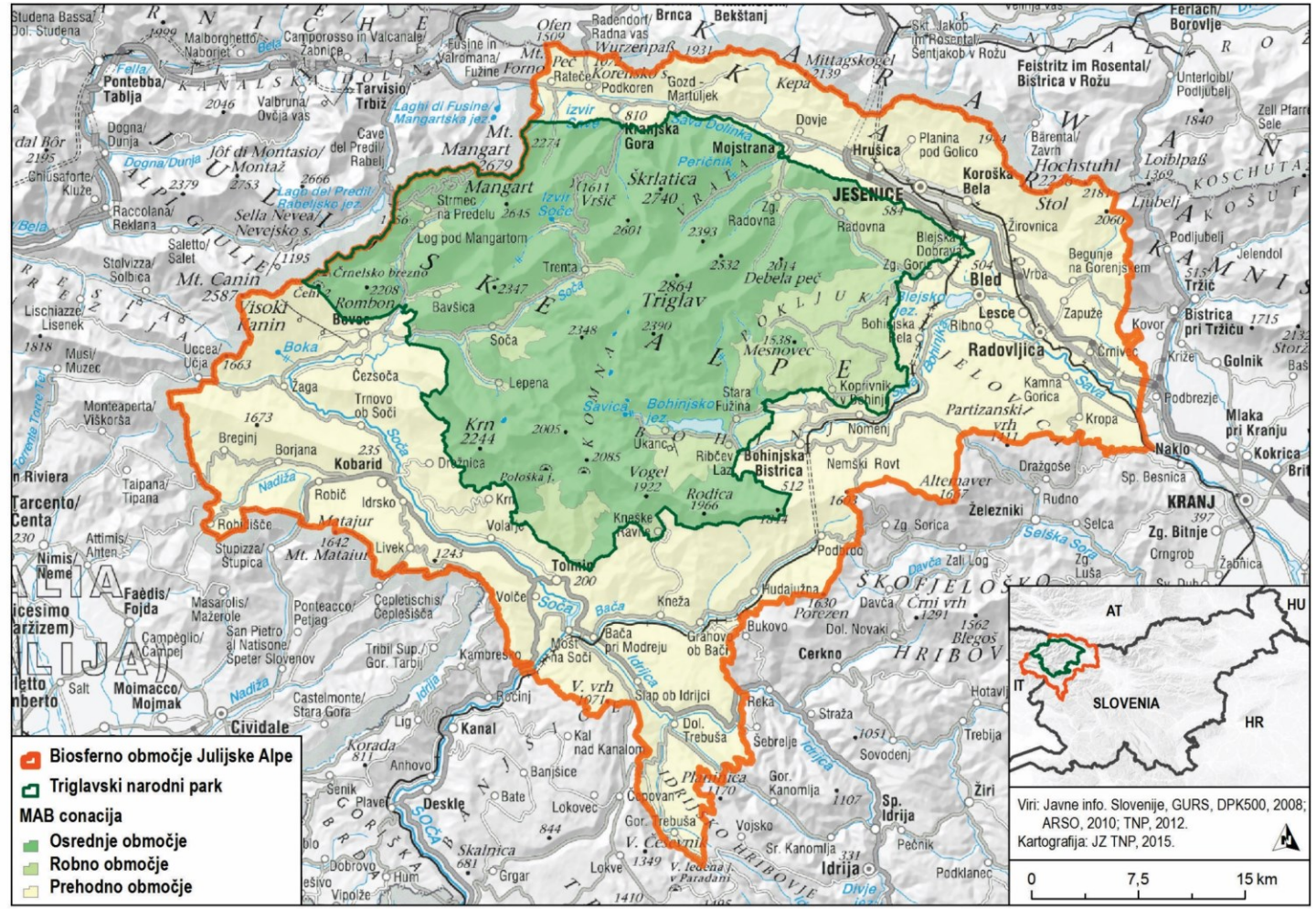
ALPSKI VARSTVENI PARK
TRIGLAVSKI NARODNI PARK



TRIGLAVSKI NARODNI PARK

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ALPSKI VARSTVENI PARK
TRIGLAVSKI NARODNI PARK

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Biosferno območje

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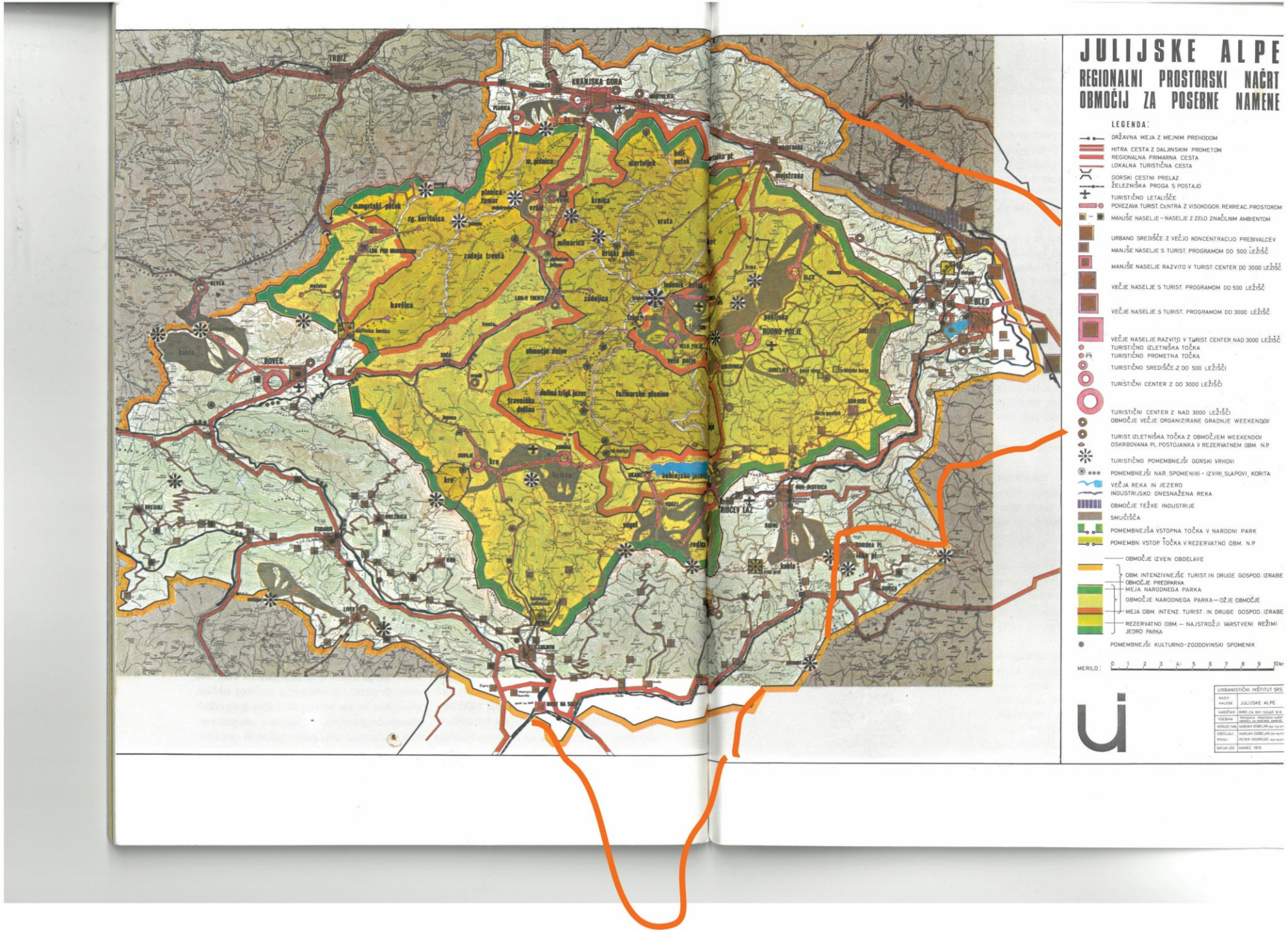
Alps in our hands



Spatial Plan from year 1970:

- 4 zones
- Buffer zone around the park - now a MaB area
- Quiet zones

CHALLENGES IN THE FIELD SPATIAL PLANNING AND LAND-USE INTERVENTIONS

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Alps in our hands

TRIGLAVSKI NARODNI PARK

GOALS

- Creating the conditions for maintaining or increasing the number of permanent residents
- Maintaining existing and developing new functions of local centres
- Strengthening the provision of public services to the population
- Good accessibility, ensuring access to modern telecommunications services

PROBLEMS

Absence of regional spatial planning!!
The problem of building holiday/tourist accommodation under the pretext of houses for permanent residence
Change of use of all types of buildings into tourist facilities
Possibility of renting out all types of buildings for tourism purposes
Tendency to relocate farms to the edges of settlements and to open farmland outside settlements
Problems of legalisation of buildings
Problems of expansion of existing campsites (exceeding carrying capacity)
Problems of waste water treatment (high mountains, karst plateaus, proximity to watercourses, central waste water treatment plants, etc.)
Renewable energy sources (coordination with cultural heritage, etc.)

CHALLENGES IN NATURE CONSERVATION

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TRIGLAVSKI NARODNI PARK

How to effectively implement all conservation objectives while:

- Climate change (temperature rise in the Alps is twice the global average, vulnerability of forests in the Alps is higher, numerous storms, etc.)
- Major changes in the forest area (composition, openness, vulnerability), which covers 2/3 of the park
- Adverse population trends of individual species (e.g. wild cock, chamois, etc.)
- Increasing presence and impact of non-native species
- Deterioration of water conditions (individual lakes, presence of bacteria in springs, etc.)
- Abandonment of traditional agricultural activities and overgrowing of biodiverse areas
- Significantly increased visitation to the area (tourism and leisure/recreational activities)

NEGATIVE IMPACTS ON NATURE + LIFE OF LOCAL RESIDENTS

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Alps in our hands

TRIGLAVSKI NARODNI PARK

EFFECTS ON WATER - rivers, lakes, fresh water, springs, …

- Decline in high mountain lakes condition due to fish introduction near alpine huts
- Presence of bacteria in water springs samples
- Increased use of fresh water (mountains and valleys)
- Increased problems with wastewater treatment (mountian huts, dispersed settlements, campsites, overload of central water treatment plants, …)
- Degradation of water and near water areas due to recreational use – canyoning, kayaking, sightseeing – erosion, non-marked paths, …)

EFFECT ON SPECIES, HABITATS, NATURAL VALUES

- Increased stress of wildlife due to enormous, dispersed and timewise non-appropriate visitation of the park (example – chamois, capercaillie; population decline in the whole Alps)
- Decrease of the most important habitats because of the visitation effects
- Potential danger of introducing non-native species
- Increased impact on quiet zones due to climate change (peatbogs)
- Increased impact on quiet zones due to development of recreational activities (ski mountaineering, illegal drone use)
- Increased number of panoramic flights over the park (wildlife)
- Increased noise and degradation of the areas because of the traffic
- Degradation of the park most visited natural areas




NEGATIVE IMPACTS ON EXPERIENCE + LIFE OF LOCAL RESIDENTS

TRAFFIC

- hot spots in the park, where individual motor traffic is too dense for the infrastructure - dissatisfaction from visitors, local people, real estate owners, local police, police, rangers, traffic jams, parking in natural environment
- bad condition of the individual traffic is also setting back public transport, passengers are dissatisfied, delays, disinformation
- insufficient regional public transport in unable to connect to state public transport

EXTREME PRESSURE OF THE VISITORS ON THE VALUABLE PARTS OF THE PARK

- extreme pressure on the tourist most attractive natural valuables, inadequate management system, degradation through extreme management for the safety reasons, waste, erosion...
- extreme pressure in some parts of the high mountains
- extreme pressure on the rivers (water sports)
- heavy air traffic (effect on peaceful experience)
- pressure from daily visitors and guest with no reservation (illegal camping, illegal parking, dissatisfaction from visitors, local people, real estate owners, local police, police, rangers…)

STRATEGIC GOAL

ACTION PLAN FOR VISITATION AND RECREATION MANAGEMENT IN TRIGLAV NATIONAL PARK

Visitation and recreation management in TNP for:

✓ **conserving natural values and biodiversity,**

✓ **enabling visitors** to experience the park in full quality

✓ **providing local inhabitants with quality living and sustainable developement**.

1 VISITATION MONITORING → **Strategy:** from pilot projects towards automated monitoring

Goal: Understanding trends of all varieties of visitation and recreation on all key effected areas in all seasons as basis for further decision-making on visitation, recreation and traffic management and for park management

2 DECREASE MOTOR TRAFFIC IN TNP

Goal 2.1: Establishing traffic regimes and financially sustainable mobility solution on affected areas
Goal 2.2: Establishing a single common public transportation in Julian Alps

→ **Strategy:** ← focus are most affected areas, elsewhere prevention measures

3 VISITATION MANAGEMENT ON NATURAL VALUABLES

Goal 3.1: Limit, decrease, balance and sustainably manage natural valuables, where eperiencing nature is reduced and nature is degraded
Goal 3.2. Establishing single common and formally accepted management of natural valuables within TNP where there is special infrastructure (entrance fee)

4 VISITATION M. ON TRAILS AND IN ALPINE HUTS

Goal 4.1: Reduce the effect of hiking in quiet zones and core area **Goal 4.2:** Better management of peaks of hiking Goal **4.3:** Reducing the alpine huts impacts (minimal environmental footprint)

Strategy: directing out of the quiet zones on to the marked paths

5 VISITATION MANAGENT ON WATER BODIES

Goal 5.1: Better handling of water sport and swimming impacts on water bodeis

Strategy: implementing current directives from management plan in practice

6 MOUNTAIN BIKING MANAGEMENT

Goal 6.1: Directing bikers on approved trails
Goal 6.2: Monitoring and sanctions violations

Strategy: directing bikers on approved trails

7 PARAGLIDING AND AEROSPORTS MANAGEMENT

Goal 7.1: Reducing air traffic and noise levels over sensitive areas and in sensitive periods

Strategy: implementing monitoring and improving regulation of small motor aircrafts

8 WINTER ACTIVITIES MANAGEMENT

Goal 8.1: Managing fast winter recreation growth in nature

Strategy: preventive actions

9 MANAGEMENT OF GATHERING (FUNGI…)

Goal 9.1: Remove gathering from quiet zones
Goal 9.2 Direct gathering into 3rd zone
Goal 9.3: Manage gathering of fungi

Strategy: establishment of missing system instruments and bases

10 DEVELOPMENT OF MANAGEMENT TOOLS (digitalization, communication, new services)

Goal 10.1: Offering visitors of TNP useful, available, friendly and personalized digital support of visiting and experiencing of the park
Goal 10.2 Providing an efficient real-time information system for support of the monitoring, decision making and directioning of visitation

Strategy: development and integration of digital tools for support of monitoring, directing, informing and managing visitation; upgrading communication from informing towards harmonized directioning and empowering visitors for responsible visit

When there are enough visitors?

Is there enough already?

What about loacals and their needs?

…

Everyone is allowed to visit the National Park under the same conditions and it is free of charge, except in the case of a concession (contract) for the use of part of the National Park.

The Minister may restrict access to natural values or specific parts of the National Park on the basis of an expert assessment of the threat.

CARRYING CAPACITY METODOLOGY – Vintgar gorge





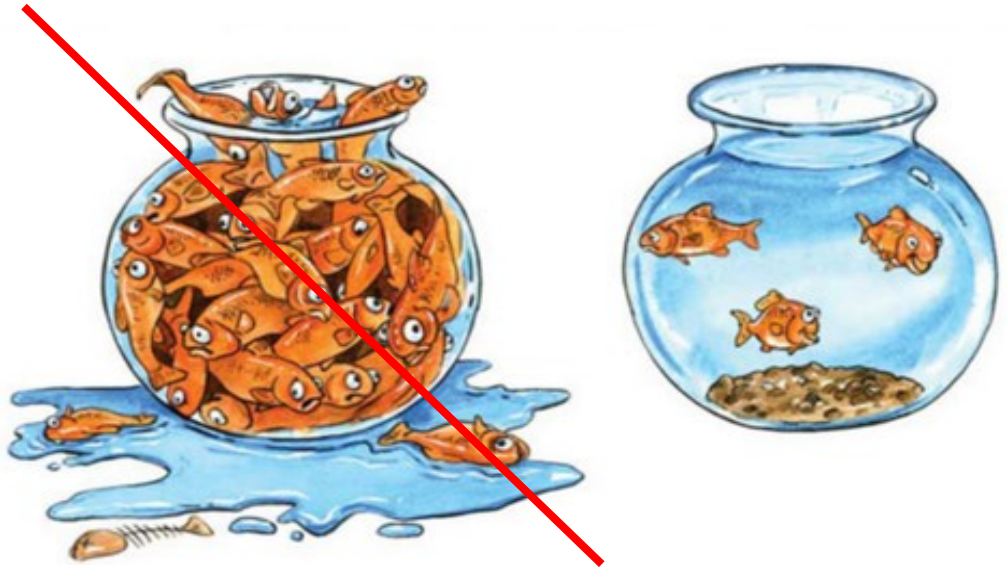




Reasons for the decision to work on carrying capacity metodology and to limit the number of visitors in the gorge

In recent years the tourism boom in Slovenia (especially in mountain areas) has led to a rapid and dramatic rise in visitor numbers. In 2011, the Vintgar Gorge received approximately **77,000 visitors**, in 2016 the figures rose to 220,000 and in 2019 they totaled over **400,000 visitors**.

The management of the gorge is not solved!



CARRYING CAPACITY METODOLOGY – Vintgar gorge

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Alps in our hands

TRIGLAVSKI NARODNI PARK

Reasons for the decision to work on carrying capacity metodology and to limit the number of visitors in the gorge

Environmental issues

- High traffic overloading of entrance points, prohibited parking on grasslands, overloaded local roads, traffic jams, etc.
- Toilet facilities insufficient for the number of visitors, inappropriate waste water treatment

Nature conservation issues

- Pressure on wildlife.
- Unrestricted access to the water.
- Degradation of the gorge due to the construction of safety nets with the aim of ensuring complete safety.

Sociological issues

- Gorge visitation affects the quality of life of the residents of the nerby villages.
- The visitors' experience of the gorge is limited as a result of overcrowding.

Why choose carrying capacity metodology as a visitor management tool?

- An effective instrument for visitor management.
- Essential support in decision-making processes.
- Expert basis for coordination needs with stakeholders.
- Important nature conservation measure.

The specific figures (numbers) derived from the carrying capacity are a clear message to the society (tourism sector) that it‘s enough.

The carrying capacity of a natural asset considers three levels:

- the **physical carrying capacity** (PCC),
- the **real carrying capacity** (RCC), and
- the **effective carrying capacity** (ECC).

The relationship between them can be represented as follows:

PCC > RCC >= ECC

Assumptions

- **Length of trail:** the total length of the walking trail and visitor flows
- **Time of walking:** the average time needed to walk the trail
- **Opening hours:** the average duration of time when the site is open to visitors, per day and per year (e.g. 10 hours/day and 7 months/year)

Additional information:

Parking areas, Toilet areas, Condition of the route (e.g. erosion, shortcuts, dangerous sections, etc.), trail width.

The starting point for defining the PCC is that in order to walk unobstructed a person needs at least 1 metre of space ahead and behind

Calculating the PCC

The PCC considers the following components: length of trail (l), distance between visitors (sp) and the time needed (t):

PCC = l/sp*no

l = length of trail = 1600m

sp = space needed for walking = 1m2

no = Number of possible visits per day

no = h/t

h = open hours (on average 10 hours)

t = time needed to walk the trail (40 minutes or 0.66 hours)

no = 10/0.66 = 15,15

PCC = l/sp*no = 1600/1*15,15 = 24240 visits/day

Calculating the RCC

The RCC is calculated using the following equation:

RCC = PCC – cf1 – cf2 – cf3 - … = (PCC*cf1*cf2*cf3 …)

cf = correction factor (limiting factor)

The correction factors are different for every site. In the case of Vintgar Gorge, the following correction factors carry the highest weight:

- Weather
- Security (falling rocks, slippage, time needed for the rescue team to arrive in case of an accident)
- Nature protection (early and late hours – high impact on birds and the riparian habitat)
- Social factor (experience, relationship between visitors, and the relationship between visitors and local people)

Social factor (cf5)

Considering the exceeded social capacity, dissatisfaction of visitors and local people and the fact that the Vintgar Gorge is located inside the national park, which makes nature experience one of its priority objectives, this study assumes a standpoint that the social factor shall be defined by considering **the distance between visitors in the gorge to be at least 10 metres.** Such a distance will allow visitors to move freely and unobstructed, without having to move out of the way to let other visitors pass, allows for short stops to enjoy the gorge, take photographs and experience nature without causing excess disturbance to other visitors.

Social factor (cf5)

Cf5 (social factor) = S5/Sc*100 = 8 (gap between optimal and real values: 10m-2m) the calculation is based on the assumption that the distance between two visitors is 10 metres, and that each visitor has 1 metre of personal space; therefore, the real distance between two visitors should therefore be 8m/10m*100 = 80

Cf5 = 1 – S5/Sc = 1 – 8/10 = 0,2

Social factor (cf5)

Calculating the social factor using a survey

- Conduct of the survey in summer 2021 (cooperation with Local Tourist Association and external contractor)
- The social factor is a key component in determining carrying capacity (not always, depending on the genre and sensitivity of the NV)
- By carrying out the survey, TNP wished to confirm or refute the value of the social factor, which has been advocated and used by the TNP in carrying capacity calculations

Cf5 = 0,16 (survay) **Cf5 = 0,2** (TNP assumption)

CARRYING CAPACITY METODOLOGY – Vintgar gorge

The final definition of the RCC considering all correction factors is as follows:

RCC = PCC – cf1 – cf2 – cf3 - … = (PCC*cf1*cf2*cf3 …)

RCC = PCC*(100-cf1/100)*(100-cf2/100)*(100-cf3/100)*(100-cf4/100)*(100-cf5/100)

RCC = 24240*(100-1,9/100)*(100-30/100)*(100-9,4/100)* (100-12,5/100) *(100-84,7/100) = 24240*0,98*0,7*0,9*0,9*0,153 = 2182/day

The RCC (real carrying capacity) of the Vintgar Gorge is approximately **2290** visitors/day

Calculating the maximum current number of visitors

The daily quota, which is calculated on a 10-hour average daily opening of the gorge, is converted to a single average visit of 40 minutes, which amounts to a maximum of **145 visitors** in the gorge at any one time.

For the busiest hours (e.g. between 10.00 and 17.00), the length of the path (1600m) and the 10m visitor spacing (realistically 8m) are used to determine a maximum of 200 visitors at a time in the gorge. If a 20% margin is also taken into account to allow for the management of the busiest days (individual weekends, August), then the TNP proposes that the maximum current number of visitors in the gorge is **245** (the number was confirmed also with a survay)

CARRYING CAPACITY METODOLOGY – Vintgar gorge

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Alps in our hands

TRIGLAVSKI NARODNI PARK

Implementation of the calculated carrying capacity:

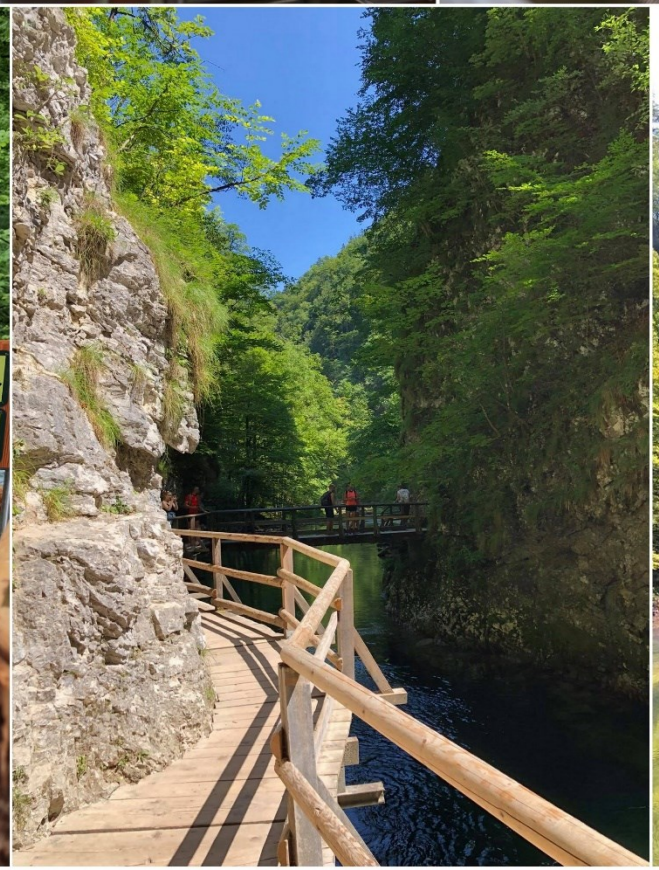
Governement act to limit number of visitors per day according to calculated carrying capacity

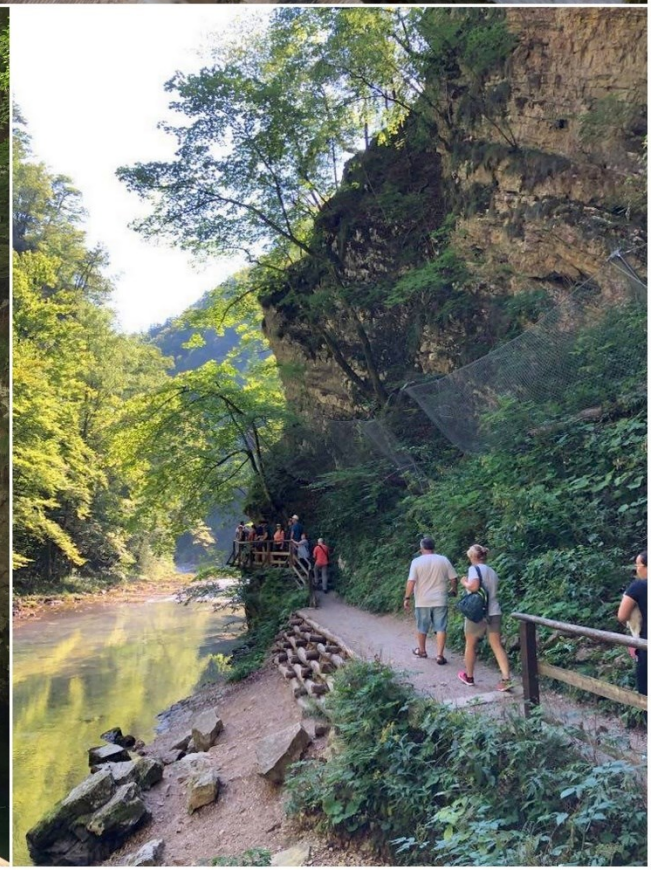
April 2023 (2290/day, 245 maximum)

Visitor management action by Local Touristic Association

- introduction of one-way traffic (mandatory)
- reservation system and online sales
- the removal of most stationary traffic from the entry point of the gorge
- the introduction of a main car park on the site of the existing infrastructure and the introduction of public transport to entry point
- reconstruction of galleries, bridges
- investments in safety systems (rockfall risk assessment, safety nets, …)


OGLED SOTESKE JE SAMO ENOSMEREN!
Hvala za razumevanje.
VISIT OF THE GORGE IS ONE-WAY ONLY!
Thank you for understanding.





What have we learned in two seasons of implemented carrying capacity?

- Communication is the key to make changes (in addition to expertise, regimes, legislation)
- Without direct management, it is not possible to carry out all the measures related to the implementation of the new regulation
- In July and August, the daily limit is constantly exceeded (>2290, between 3000-3500), but the current limit is never exceeded (245)
- Based on the constraints, the current administrator has initiated urgent measures to implement advance bookings, has completely changed the access to the gorge, has arranged parking areas at a distance from the gorge and has started public transport with electric buses, the entrance system has been updated, security has been upgraded with helmets, etc.

CARRYING CAPACITY METODOLOGY – Vintgar gorge

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TNP has prepared carrying capacity calculations also for other natural values inside the park:

- **Vintgar gorge** - **2290 visitors/day** (calculation also confirmed on the basis of a visitor survey carried out in 2021)
- **Tolminka gorge** - **1050 visitors/day** (also confirmed by a survey in 2022 - approx. 1000/day)
- **Savica waterfall** - **1135 visitors/day** or **1700 visitors/day** (July, August)
- **Mostnica gorge** - one-way **880/day**; two-way **440/day**
- **Source of the Soča river** - **500 visitors/day** (in case of the starting point at the Mountain hut at the Source of the Soča River); **1500 visitors/day** (in case of the starting point at the car park on Vršiška cesta)
- **Martuljek gorge and waterfalls** - **1300 visitors/day** (lower waterfall); **1500 visitors/day** (lower and upper waterfalls)
- **Peričnik waterfall** - survey carried out and social factor determined
- **Pokljuka gorge** - 3 scenarios: A – **550**, B – **360**, C – **200 visitors/day**

CARRYING CAPACITY - canyoning

Period 2011 - 2022

- June 2010: new TNP act -> prohibition in core zone; issuing of consents
- 2011 – 2022: issuing of consents/permit (TNP act) a mere formality
- 2016, 2017: initiatives by local residents, operators due to problems
- 2018, 2019: monitoring of canyoning implementation (identification of problems, counting - max. 160/day, average 80/day)
- 2020: draft expert basis (threat assessment) with first calculated carrying capacity
- 2021: coordination with operators, Canyoning assosiasion of Slovenia, economic assosiasion of local operators, local community
- March 2022: TNPPI and IRSNC to produce a threat assessment of the gorges, determine carrying capacity, propose use restrictions (TNP act and management plan)

Problems

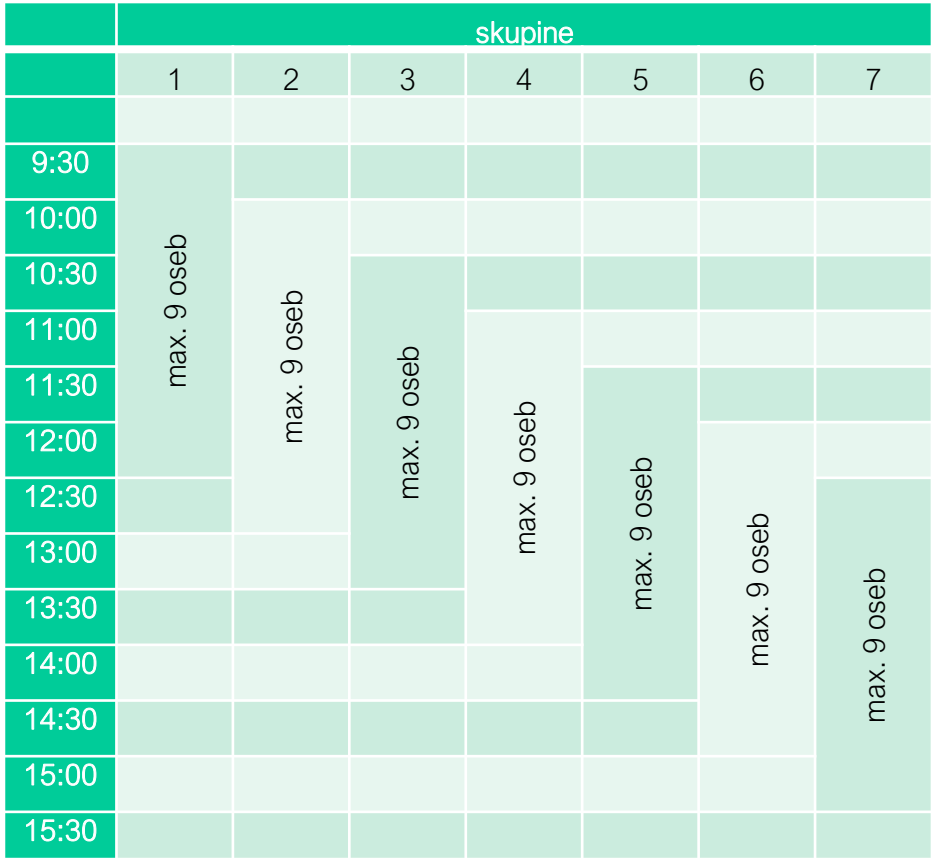
- Too many people in one group
- Too many groups/day
- Overcrowded - up to 160 people/day (max)
- Expirience is downgraded

- Pressure on nature
- No dedicated parking place
- No toilets for visitors
- New shortcuts to entry points

CARRYING CAPACITY

Input data for calculating carrying capacity:

- Group can have 9 people max
- Time for group to come through canyon = 3-4 hours
- The time gap between two groups = 30 minutes
- The canyon is opened 6 hours / day for canyoning



Before

Up to 160 people/day
and with no limitations

After

Max. 63 people/day
or max. 7 groups/day

Period 2023

- **March/April 2023**: public hearing on draft decree (Ministry)
- Ministry receives > 70 comments
- Stop the implementation process for the seasson
- "Test" season
- TNPPI:
  - Changed conditions for granting consents/permit (presence of a wild water lifeguard),
  - Specified group size (max 9), mandatory equipment, introduce registration application, payment of fees (infrastructure, application, supervision, information officers, communication process)

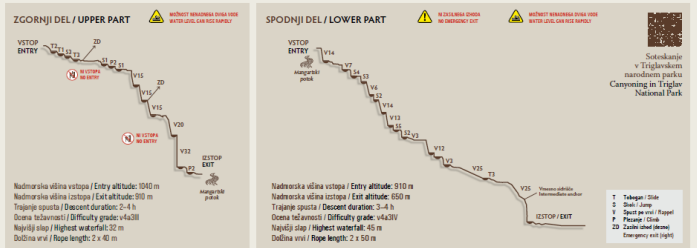
TRIGLAVSKI NARODNI PARK

Soteskanje v soteski Predelica

Brez usposobljenega vodnika in predpisane opreme je soteskanje zelo nevarno!
Pred vstopom v sotesko pridobite soglasje Javnega zavoda Triglavski narodni park in se prijavite v prijavno aplikacijo.

Canyoning in Predelica canyon

Without a qualified guide and obligatory equipment, canyoning is very dangerous!
Prior to entering the canyon, obtain consent issued by Triglav National Park Public Institution and log in to the registration application.



Soteskanje v Triglavskem narodnem parku
Canyoning in Triglav National Park

Vodnik soteskanja mora biti usposobljen (z licenco) in opremljen z vso obvezno vodniško opremo, gostom pa mora zagotoviti naslednjo **osebno varovalno opremo,** ki ima ustrezne certifikate:
- alpinistična čelada,
- pas za soteskanje z dvema popkovinama,
- gojzarji za soteskanje s profiliranim podplatom in oporo za gležnje (neoprenski čevlji niso primerni),
- neoprenska obleka s kapuco.

The canyoning guide must be qualified (licensed) and equipped with all mandatory equipment for guides, and must provide the following mandatory personal equipment for guests, the following mandatory certified **personal protective equipment** for guests:
- alpinist helmet,
- canyoning harness with two lanyards,
- canyoning boots with moulded sole and ankle stabilization (neoprene shoes are not suitable),
- wetsuit with hood.

112
Klic v sili
Emergency call

www.tnp.si

AlpWeek
Alps in our hands

TRIGLAVSKI NARODNI PARK

P

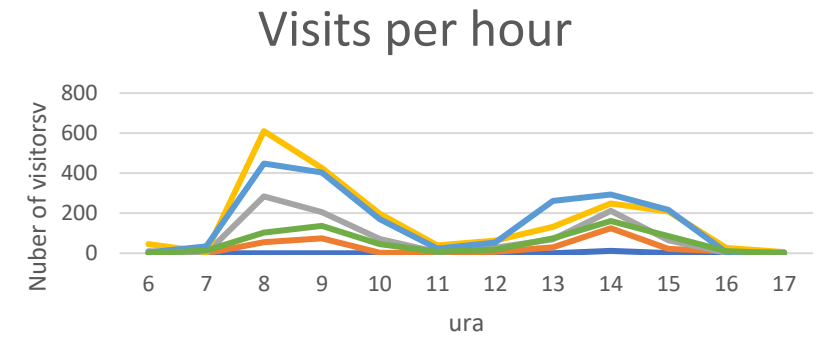
VSTOPNO MESTO
ENTRY POINT

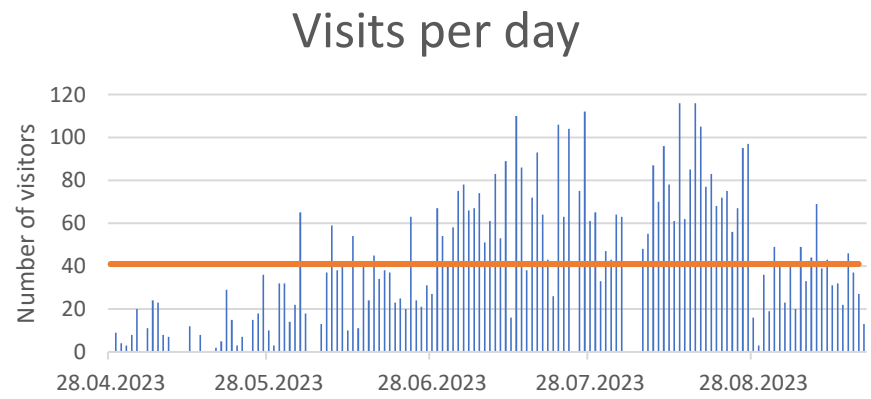
NI VSTOPA
NO ENTRY

Period 2023

- End of season analysis + workshop with stakeholders
- TNPPI and IRSNC considered comments, coordination with representatives of operators

ure	PON.	TOR.	SRE.	ČET.	PET.	SOB.	NED.
06h	7	7	0	0	0	12	24
07h	13	9	9	10	0	0	0
08h	158	109	156	127	160	174	174
09h	109	92	151	111	138	138	90
10h	94	38	72	47	50	35	31
11h	15	0	16	18	0	0	14
12h	12	8	23	33	14	15	12
13h	34	67	56	103	54	48	31
14h	95	61	89	53	63	130	50
15h	86	68	58	57	60	41	55
16h	6	0	11	0	0	6	7
17h	0	0	0	3	0	0	6





	Period	Time	Group size	Max. People per day
1	15. April – 14. May	11.00 – 13.00	5	10
2	15. May– 14. June	9.00 – 12.00	9	50
3	15. June – 14. September	8.00 – 17.00	9	100
4	15. September – 14. October	9.00 – 15.00	9	70

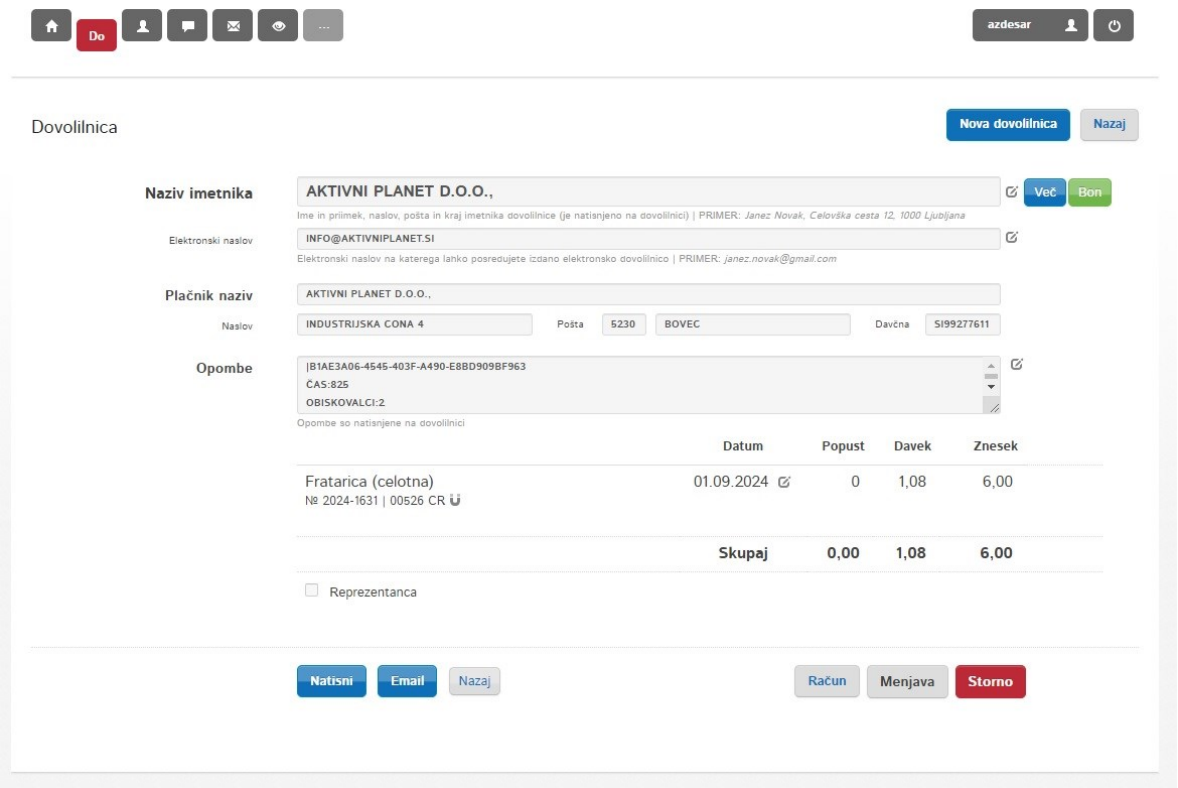
Period 2024

- **February 2024**: public hearing on draft orders + presentation of the proposal to operators
- 15 comments received
- TNPPI, IRSNC: expert assessment of comments and elaboration of a new proposal
- **March 2024**: adoption of a goverment/ministry decree/act

	Period	Time	Group size	Max. People per day
1	15. April – 14. May	11.00 – 13.00	5	10
2	15. May– 14. June	9.00 – 12.00	9	50
3	15. June – 14. September	8.00 – 17.00	9	100
4	15. September – 14. October	9.00 – 15.00	9	70

	Period	Time	Group size	Max. People per day
1	15. April – 14. May	9.00 – 12.00	9	40
2	15. May– 14. June	8.00 – 12.00	9	70
3	15. June – 14. September	8.00 – 17.00	9	110
4	15. September – 14. October	9.00 – 15.00	9	70

Period 2024



Canyoning

The **consent of the JZ TNP** must be obtained before canyoning is carried out. It is necessary to ensure the presence of a wild water rescuer in the group in case canyoning activities are carried out for commercial purposes. A **maximum of 9 canyoners (including the guide)** may be in a group.

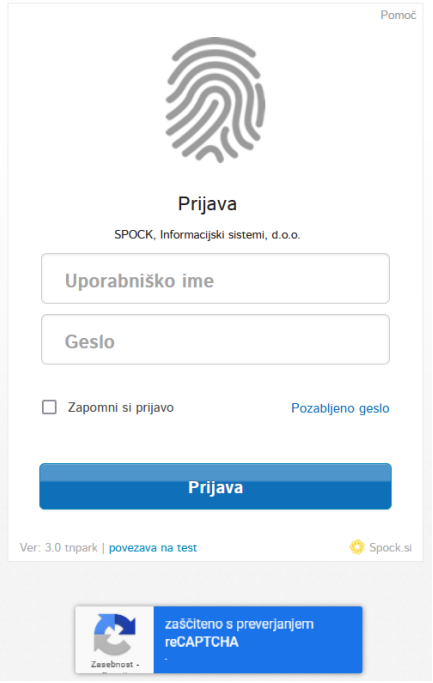
The use of the **registration application** is compulsory for canyoning in the Fratarica and Predelica gorges in Log pod Mangrtom. **Access to the application is granted after approved consent of JZ TNP**. A fee for the use of the canyon infrastructure per person (**3 EUR/person**) must be paid via the application.

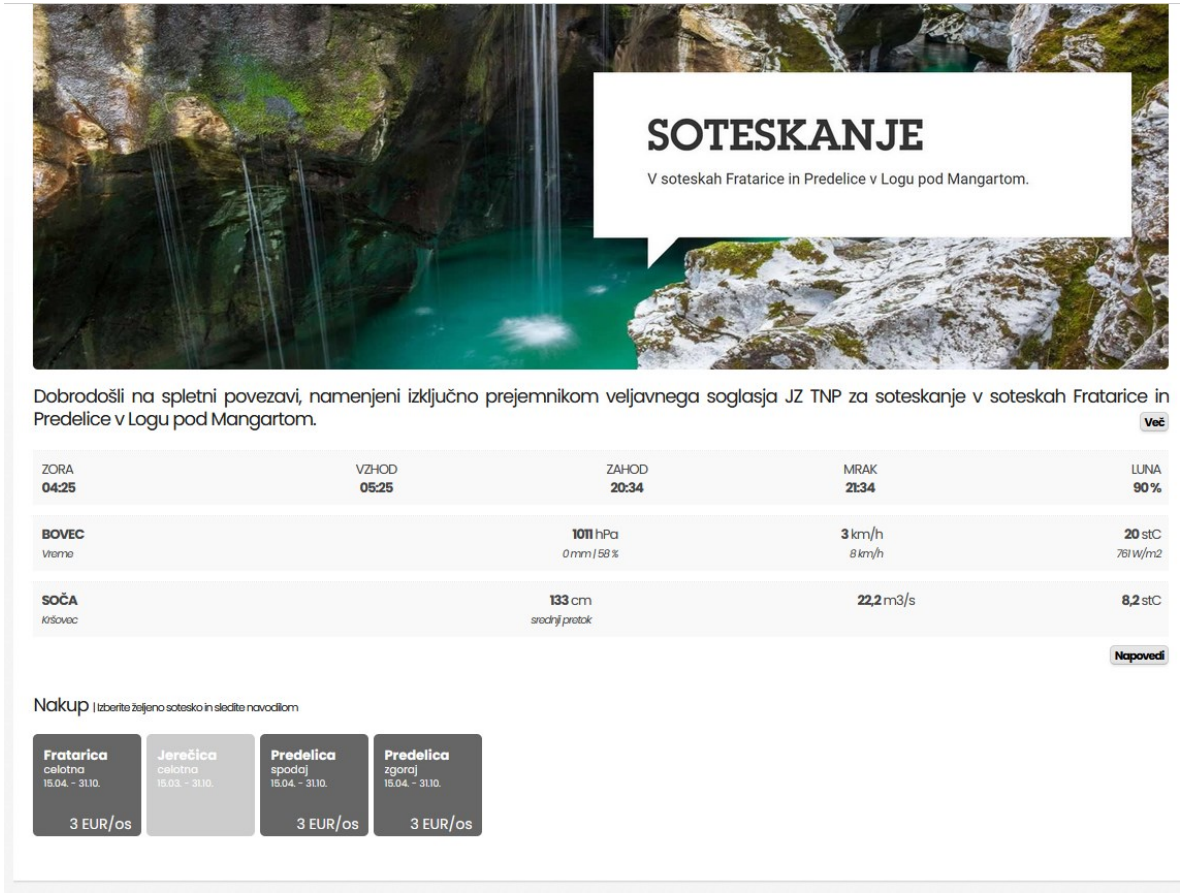
The new regulations of canyoning in the Fratarica and Predelica Gorges in Log pod Mangrtom this season are the Ministerial Decrees on the restriction of visits, published in the Official Gazette (No 19/24):

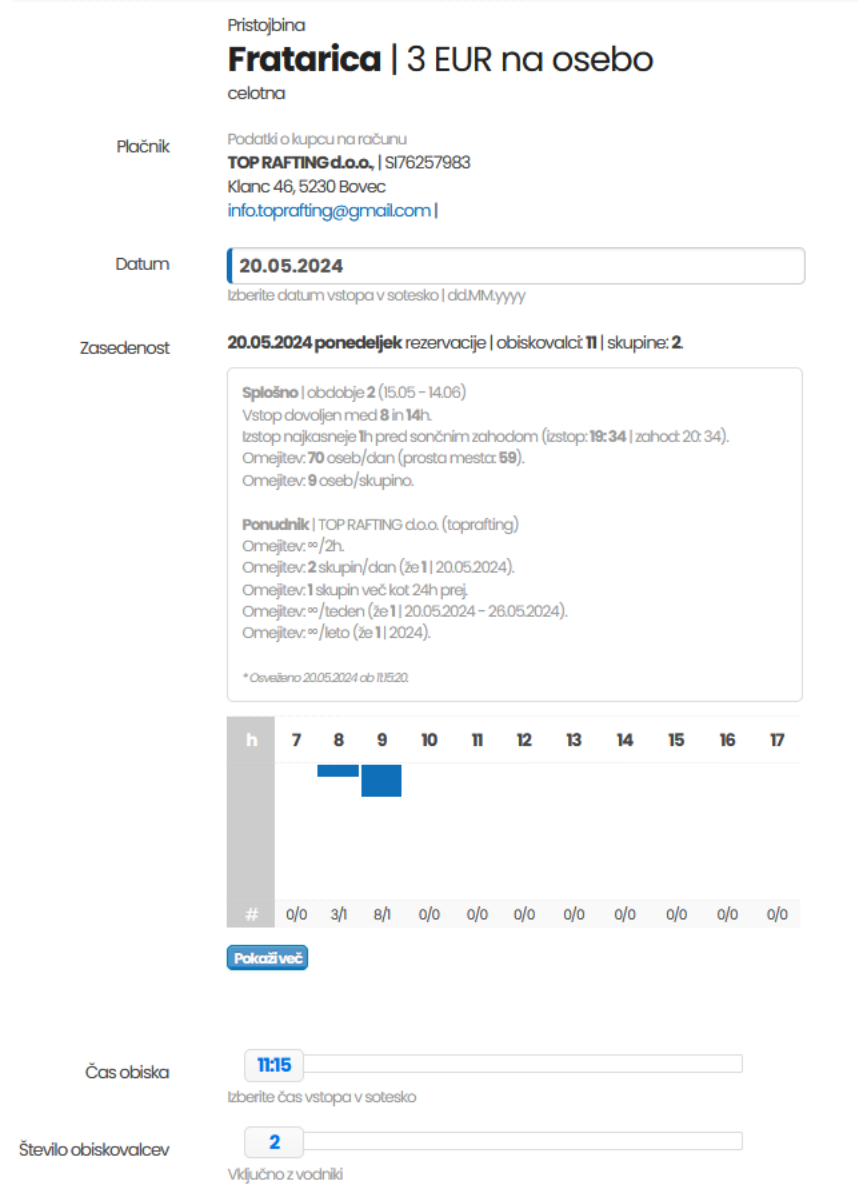
Odredba o omejitvah obiskovanja in ogledovanja naravne vrednote Fratarica

Odredba o omejitvah obiskovanja in ogledovanja naravne vrednote Predilnica

Period 2024


Pomoč
Prijava
SPOCK, Informacijski sistemi, d.o.o.
Uporabniško ime
Geslo
Zapomni si prijavo
Pozabljeno geslo
Prijava
Ver: 3.0 tnpark | povezava na test
Spock.si
zaščiteno s preverjanjem reCAPTCHA


SOTESKANJE
V soteskah Fratarice in Predelice v Logu pod Mangartom.
Dobrodošli na spletni povezavi, namenjeni izključno prejemnikom veljavnega soglasja JZ TNP za soteskanje v soteskah Fratarice in Predelice v Logu pod Mangartom.
Več
ZORA 04:25
VZHOD 05:25
ZAHOD 20:34
MRAK 21:34
LUNA 90 %
BOVEC Vreme
1011 hPa 0 mm | 58 %
3 km/h 8 km/h
20 stC 761 W/m2
SOČA Kršovec
133 cm srednji pretok
22,2 m3/s
8,2 stC
Napovedi
Nakup | Izberite željeno sotesko in sledite navodilom
Fratarica celotna 15.04. - 31.10. 3 EUR/os
Jerečica celotna 15.03. - 31.10.
Predelica spodaj 15.04. - 31.10. 3 EUR/os
Predelica zgoraj 15.04. - 31.10. 3 EUR/os


Pristojbina
Fratarica | 3 EUR na osebo
celotna
Plačnik
Podatki o kupcu na računu
TOP RAFTING d.o.o. | SI76257983
Klanc 46, 5230 Bovec
info.toprafting@gmail.com |
Datum
20.05.2024
Izberite datum vstopa v sotesko | dd.MM.yyyy
Zasedenost
20.05.2024 ponedeljek rezervacije | obiskovalci: 11 | skupine: 2
Splošno | obdobje 2 (15.05 - 14.06)
Vstop dovoljen med 8 in 14h.
Izstop najkasneje 1h pred sončnim zahodom (izstop: 19:34 | zahod: 20:34).
Omejitev: 70 oseb/dan (prosta mesta: 59).
Omejitev: 9 oseb/skupino.
Ponudnik | TOP RAFTING d.o.o. (toprafting)
Omejitev: ∞/2h.
Omejitev: 2 skupin/dan (že 1 | 20.05.2024).
Omejitev: 1 skupin več kot 24h prej.
Omejitev: ∞/teden (že 1 | 20.05.2024 - 26.05.2024).
Omejitev: ∞/leto (že 1 | 2024).
* Osvežano 20.05.2024 ob 11:15:20.
h 7 8 9 10 11 12 13 14 15 16 17
0/0 3/1 8/1 0/0 0/0 0/0 0/0 0/0 0/0 0/0 0/0
Pokaži več
Čas obiska
11:15
Izberite čas vstopa v sotesko
Število obiskovalcev
2
Vključno z vodniki

What have we learned?

- Communication is the key to make changes
- High level of trust
- Involving all stakeholders
- The will and belief to succeed
- Expert arguments must be understandable
- You have to able to compromise
- You have to have good strategy – play hard at the beginning and than make compromises (+ working with representatives of associasions/operators)

National Park area with regulations, regimes, knowledge is huge help!

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How to balance the quality of tourist experience with quality of life?

Sustainable Mobility in Tourism in Austria/International

Alexandra Dörfler
Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology, Vienna, Austria
25 September 2024

Agenda

- Mobility & tourism
- Sustainable mobility in tourism in Austria
- Sustainable mobility in tourism international
- Questions

Mobility and tourism… What can the national level do?

- Without mobility there is no tourism
- Massive expansion of infrastructure and means of transport ➔ tourism has become an important economic factor and leads to many jobs especially in rural regions
- Mobility behaviour is changing
- Reduction of GHG is crucial

➔ **awareness raising/networking platform, strategy, consulting & funding, toolbox, supporting international initiatives**

Sustainable mobility in tourism in Austria

- **Tourism Mobility Day** – awareness and networking once a year
- Platform „**„Sustainable Mobility in Tourism** “– regular exchange twice a year
- **Masterplan for Tourism -** Plan-T / **Mobility Masterplan 2030**
- Klima**aktiv** mobil
- Austrian **ECO –Label**
- **Climate Ticket** Austria

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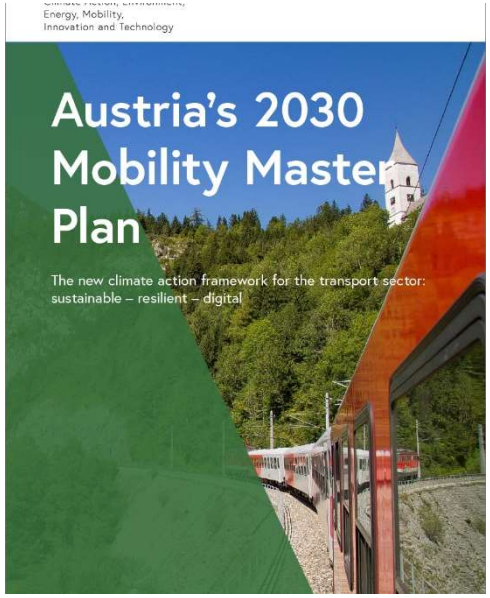
Strategic level: Masterplan Tourism - Mobility Masterplan 2030 - NEKP



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klimaaktiv mobil offers support and funding

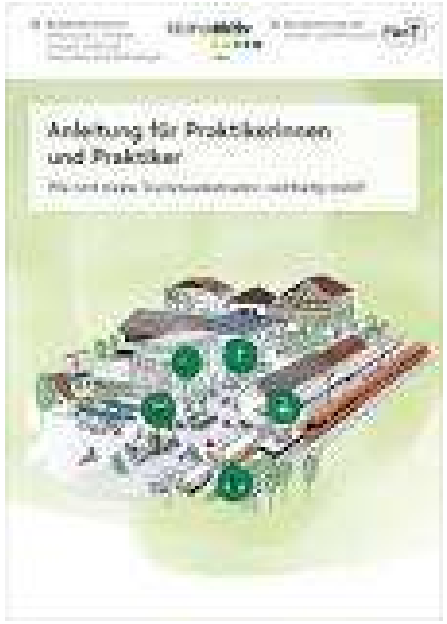
Advisory Programme

- Helping to find a tailormade mix of measures for mobility management
- Information on best practice and sharing experience with destinations
- Calculation of CO2 reduction and health benefits of active mobility
- Information about funding and help for applications

Funding Programme - Examples

- Investment in infrastructure for cycling and walking
- Financial support for E-Mobility including E-Bikes, E-Cargo Bikes for companies and municipalities
- Bike rental, Bike sharing schemes
- Demand-oriented public transport
- Touristic hiking and skiing busses
- Mobility Centres
- Awareness concepts and tourism mobility packages
- Funding rate up to max. 30 %
- Flat rate system for E-Vehicles

Benefits?➔ Toolbox: How will my destination become sustainably mobile?

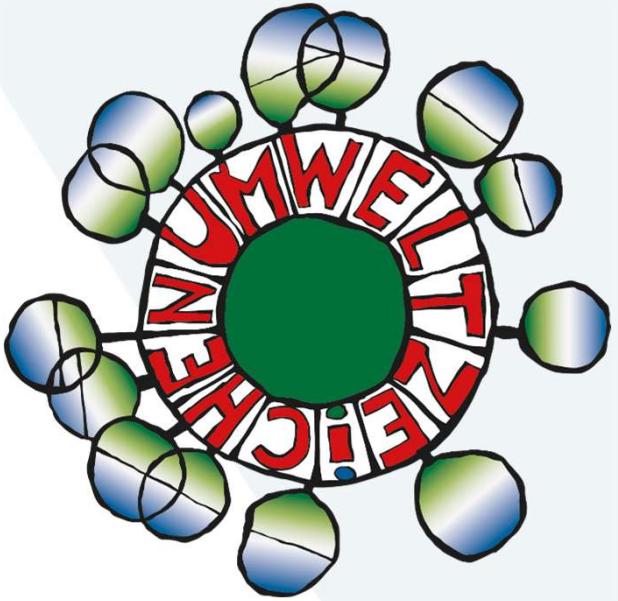


© Herausgeber: BMK; Illustration: klimaaktiv mobil/ Stefanie Hilgarth

1. analysis status quo
2. mission statement
3. cooperation and „commitment“
4. targets and measures
5. priorities and implementation
6. financing
7. advertising
8. information and communication to target groups
9. monitoring and evaluation
10. Checklists - https://www.smarta-net.eu/tools/

Austrian Ecolabel

- The Austrian Ecolabel guarantees compliance with the highest standards of environmental and health compatibility.
- The label is awarded to products or services, tourism and catering businesses as well as schools and non-school educational institutions.
- An official certification process has to be passed in order to receive the Austrian Ecolabel.
- Mobility is one of the criteria that have to be fulfilled to get the Ecolabel



Climate Ticket Austria

- All public transport in Austria with a single ticket
- Travellers aged 25 or younger, or 65 and older and disabled travellers pay a reduced price.
- Since this summer, young adults in Austria are awarded a free Climate Ticket on their 18th birthday.
- The main aim of the Climate Ticket is to make climate-friendly transport uncomplicated and affordable.

Sustainable mobility in tourism international

- Alpine Climate Board “Smart and sustainable passenger transport“
- Simplon Alliance Action Plan “ALPINE AND CROSS-BORDER PASSENGER TRANSPORT “
- Alpine Convention Mandate “Sustainable Tourism Mobility in the Alpine Region”
- THE PEP “Sustainable Tourism Mobility: Inspiration for the countries of the pan-European Region”

Transnational Projects concerning sustainable tourism mobility

- **Last Mile**: https://www.interregeurope.eu/lastmile/
- **Transdanube Pearls:** http://www.interreg-danube.eu/approved-projects/transdanube-pearls
- **Danube Pearls**: https://www.danube-pearls.eu/en/
- **Transdanube Travel Stories:** http://www.interreg-danube.eu/approved-projects/transdanube-travel-stories

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Alexandra Dörfler
alexandra.doerfler@bmk.gv.at

Republic of Austria
Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology
Department II/6 – Active Mobility and Mobility Management